

Stacy Steffensen

From: Tom Yseth
Sent: Friday, April 22, 2016 10:20 AM
To: Stacy Steffensen
Subject: Fwd: USDOT Releases Final Truck Size and Weight Study

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Begin forwarded message:

From: Brad Roseberry <broseberry@cabt.org>
Date: April 22, 2016 at 10:17:40 AM CDT
To: Tom Yseth <TYseth@brookingscountysd.gov>
Subject: USDOT Releases Final Truck Size and Weight Study
Reply-To: Brad Roseberry <broseberry@cabt.org>

Dear Tom,

The U.S. Department of Transportation (USDOT) released its long-awaited Final Truck Size and Weight Report to Congress late last week and concluded after more than two years of study by many of the nation's foremost truck size and weight experts that there should be no changes in current truck size and weight limits. There is simply not enough reliable data on which to base any increases in truck size or weight.

Here is a link to the USDOT Final Report:

<http://ops.fhwa.dot.gov/freight/sw/map21tswstudy/ctsw/CTSLWS%20Report%20to%20Congress%20FINAL.pdf>

While the report stresses the scarcity of data from which conclusions can be drawn, the study results and findings justify its recommendation:

- Heavier trucks had alarmingly higher crash rates and out-of-service violation rates in the three states where the data was available
- Longer double-trailer trucks have stopping distances 22 feet longer than today's twin-trailer configuration
- Both heavier and longer trucks cause significant bridge stress, costing billions of dollars in immediate bridge strengthening or reinforcement

The Department's recommendation confirms what CABT has emphasized for years: There is no reliable data that shows bigger trucks are safe and, moreover, the datasets we do have suggest that bigger trucks would be more dangerous to motorists and cost taxpayers money.

CABT will make sure that Members of Congress are aware of USDOT's recommendation over the coming weeks and months. It is essential that Members are aware of this, especially since the Senate

Appropriations Committee just yesterday marked up its Transportation, Housing and Urban Development (THUD) bill. While there were no amendments offered during committee, we have heard amendments may be offered on the Senate floor for heavier trucks, including 91,000-pound single-trailer trucks. We will keep you updated as soon as we know more.

Please let me know if you have any questions about the USDOT report or potential bigger-truck threats in Congress.

Brad

Brad Roseberry
Vice President
Coalition Against Bigger Trucks

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